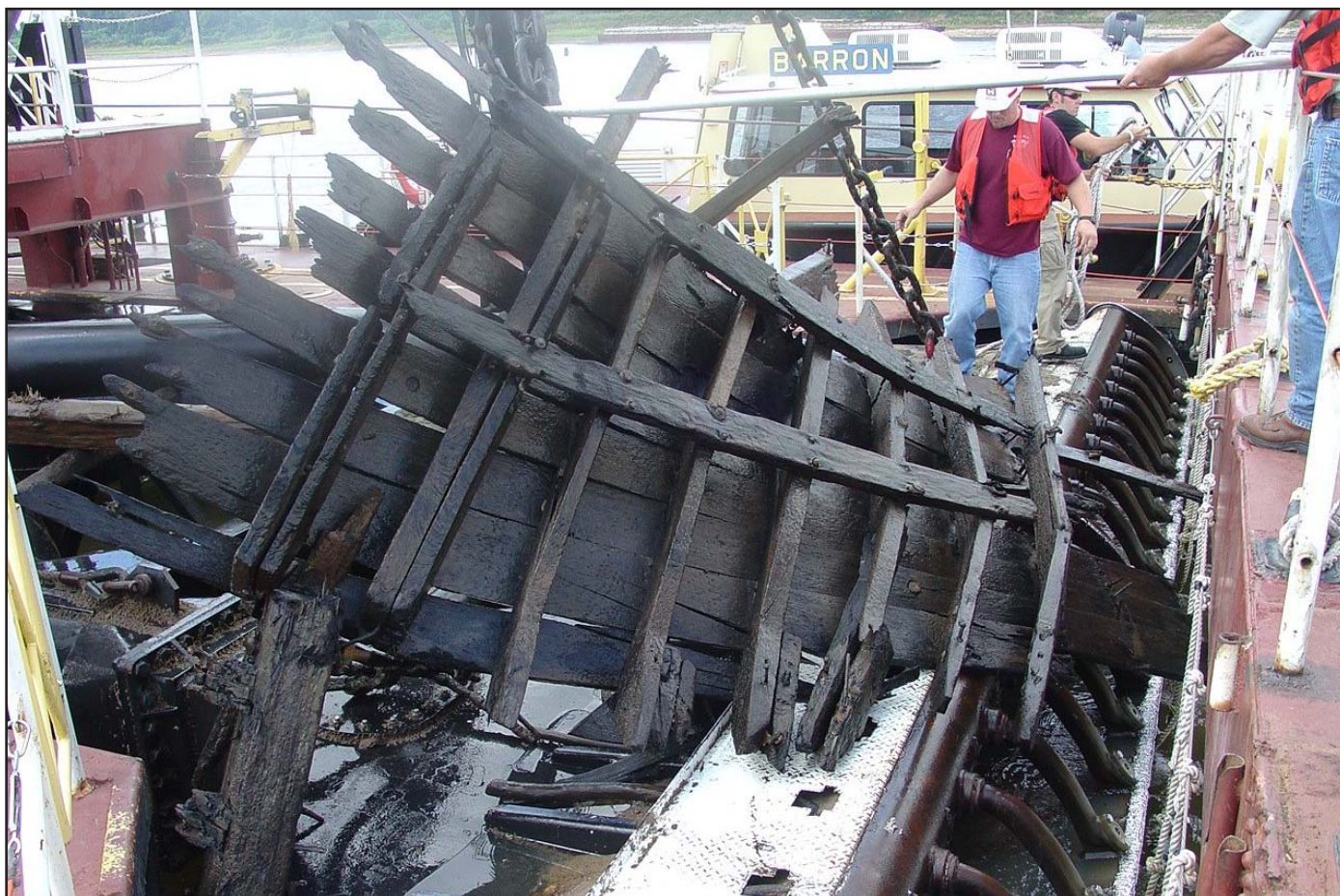


ST. LOUIS ARMY ENGINEER DISTRICT *ESPRIT*

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This section of a civil-war era vessel that has not seen the light of day for more than 145 years was dredged from the floor of the Ohio River near Mound City, Ill. on Sept. 7. The submerged vessel was found while Dredge Potter was working there to restore the nine-foot channel after a grounding about seven miles up the Ohio. This large piece was returned to the river bottom at an accurately noted location to preserve it for later study.

Potter Dredges Up History on Ohio River

When the crew of the St. Louis District's Dredge Potter was sent to the Ohio River at the end of August to assist the Louisville District with an emergency dredging project, nobody knew they also had a date with history.

Sometime after midnight, Thursday, Sept. 7, as Potter was digging through shoaling sand near Mound City, Ill., about seven miles above the Ohio-Mississippi

River confluence, evidence of a bygone era started to emerge. Vibrations from below and noises of metallic objects passing through the vessel's mighty turbine pump indicated they were digging into something besides the typical alluvial sand of the Ohio River's bottom.

As the dust pan, the tool that actually scoops dredge material from the river's bottom was raised, flood lights on the

vessel showed chunks of wood and metal on its leading edge.

With work halted, Potter crewmembers carefully observed the materials to discover their identity. Very soon, they realized that what they were seeing were hints of a perhaps fateful day more than a century earlier.

Boards fastened together were brought

History on the Ohio Cont. page 3



Commander's Perspective



Col. Lewis F. Setliff III

Since returning permanently from New Orleans, I have puzzled over whether I am the "new old guy" or the "old new guy."

As you all remember, it wasn't long after I assumed command of the District at the end of June 2005, that I was sent south to New Orleans. It's easy for many of you to remember because so many of you were with me at one time or another in Louisiana and Mississippi.

In one respect, I am the old guy. I stayed engaged with the District throughout my absence. I was in daily phone and email contact, received a high volume flow of information from Lt. Col. Raimondo, Owen Dutt, Joe Kellett and other key District personnel, and I returned for PRBs and other visits.

On the other hand, I am still meeting many people in the District for the first time, so in that respect I am still the new guy.

I was excited to assume command of the District in the summer of 05. Your reputation for technical excellence was well known throughout the Corps and I knew it was going to be a privilege to lead a group of top performing professionals such as you. Since then, both the performance of St. Louis people who volunteered to work in New Orleans and elsewhere on the gulf coast and the hard work that continued to plug gaps and push District work forward here have sustained and increased my enthusiasm.

The accomplishments this past year have been truly remarkable. In 2005 we hosted some 16.5 million visitors at our recreation facilities in the District. That's about five times the attendance level of the St. Louis Cardinals. This year's numbers aren't final, but even in the face of \$3 gasoline, they are going to be substantial. The Rivers Project Office and its outreach programs are also growing in popularity. One single event – the Wings of Spring Confluence Birding Festival drew more than 1,600 visitors – in a blowing, driving rain.

We have continued to excel on the rivers as well. As we mark the sixth year of a continuing drought from the Rockies to the upper Midwest, our locks, dams, dredging operations, and regulating structures – and smart, hard working people – have kept barge traffic moving up and down through the locks and on the middle Mississippi River. And somehow you found in the midst of this challenge, the wherewithal to race down to the Ohio River to aid a neighboring District and Division when they had low water problems and groundings.

Will there be changes now that I am back in St. Louis? Yes.

I have had an extraordinary opportunity, not only to learn from what was going on here, but to work closely and intensely with many of you and your colleagues from elsewhere in the Corps while I commanded Task Force Guardian. I gathered the best of everyone's ideas, and we are going to implement some together here in the St. Louis District. That's not a negative reflection on anyone or anything here. It is indicative that we are and must be a learning organization.

I am not concerned with a legacy or imprint. Rather, I am concerned about constant improvement. We must all find better ways to do things. We must seek to take on tasks that have not been in our box before. The example of the Service Base crew leaving the river and going to Carlyle Lake to refurbish aging dam tainter gates is a fine example.

While we are doing these many things, we need to do all that we can to work safer. We must eliminate preventable accidents by watching out for each other and by being the best informed work team we can be. Nothing is sadder than the unnecessary loss of, or injuries to people you work with every day. Please keep safety first and foremost in your minds every day, on and off-duty.

We must also be mindful of the public trust we hold. We must continue to do the right things at all times. It is right to include elected officials, stakeholders, and citizens in our decision making processes. It is right to be the best stewards of the tax dollars that are appropriated for our work. And we will do what is right. Ultimately the people

cont. on page 3



**US Army Corps
of Engineers**
St. Louis District®

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and businesses affected by our work are our customers.

Please reread those last two paragraphs. Be safe as you work. Do the right thing. Do both: always, every time and all the time. Thanks to all of you for what you do in service to your country. It is an honor to command such dedicated professionals; and you should all be very proud of what this District has done, and continues to do, every day. I know I am – so keep up the good work!

Be safe.
Hooah!
COL Setliff

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aboard by Kevin Burton and Bob Slack. The experienced river men quickly identified them as perhaps sections of the hull of a long-lost river vessel.

Burton and Tom Hannon also found part of a barrel or keg that was partially crushed as the mighty steel dust pan was raised. When they touched it the smell of gunpowder was easily detected.

Then a more ominous shape emerged. Brady Beckman reached out and secured a fist-sized metal object that had characteristics of part of an artillery projectile. Michael Hopkins found an even larger, similarly shaped item, nearly half foot in diameter and a foot long, weighing some 45 pounds.

Beckman, Hopkins and Burton, accompanied by Bob Vaughn, Steve Jackson, Ed Fox, Jim Thorn and Jeff Klein were also involved in recovering other objects, including pieces of wood and metal fragments. One item was a large iron gear.



Two military artillery rounds were part of the trove raised at the Civil War-era site. The larger round (L) still contained gun powder and was rendered safe by Illinois State law enforcement explosives experts.

Red Meso stood by, taking digital photos to record the moment and to enable Captain Jim Pearce to be able to send messages and images to the St. Louis and Louisville District headquarters to get guidance and support.

Louisville District dredging inspector Gerald Thornberry issued an initial opinion that the material lifted from the bottom included ordnance – artillery

rounds. Burst fragments perhaps told of the cause of the vessel's sinking. He further identified one metal object as a probable Union projectile from the Civil War era.

After communications between Dredge Potter and the two districts, Dr. Terry Norris, an archaeologist from the St. Louis District, was dispatched southward to the southern tip of Illinois to go aboard Potter to make a more definitive analysis of the objects and materials.

It's a Civil War-era vessel

After returning from Mound City, Norris confirmed the identities of the two projectiles and their probable origin.

The larger one he confirmed as what is called a Brooks round. It measured 6.5 inches in diameter and was 10 inches long. Weighing 45 pounds, it still contained its charge of river-soaked gun powder. Norris said that both sides in the war often used identical guns, and this round was likely manufactured in the confederacy and later captured in a battle. "It wasn't unusual for this to happen, for ammunition to be captured and then put into the magazines of the new owner," he said.

The smaller one was for what was called a Parrot Gun. It bore a brass fuse, prominently stamped with the word "ord," (for ordnance), an anchor (possibly intended for naval use) and the date 1862. Norris said he assumed that based on the finer manufacturing, it was probably produced in a Union armory somewhere.

Dr. Norris went on to tell how the vessel's remains and munitions might have come to rest on the bottom of the Ohio River at that location.

"James B. Eads, the man who would later build the Eads Bridge across the Mississippi River at St. Louis, built a series of iron-clad warships at Mound City, Ill. The shallow-draft vessels were used in the Mississippi Valley Western Rivers Campaign to cut the Confederacy in half at the Mississippi River.

"What we have is possibly a provisioning vessel delivering munitions and other items to these vessels," he said.

Norris continued, "Hundreds of vessels have been lost in the rivers of America,



Hank Counts (L) and Dr. Terry Norris show the two artillery rounds, now rendered safe and in the St. Louis District office. Counts and Norris were sent to the scene of the find to ensure explosives safety and to precisely identify the nature of the discovery.

but usually when a vessel such as this goes down someone exerts a great effort to salvage its cargo. Perhaps this one was destroyed in an explosion though and they decided it was too risky to try to salvage whatever might be left. It appears though, that much remains.”

Dredge Potter’s crew carefully recorded the position of their work, using accurate GPS data. They also documented the location of the disposal area where material was being ejected at the time, in case historians may wish to later visit that area at low water.

The precise locations are being withheld because of the possible historical significance of the discovery, but suffice to say, it is on the Kentucky side of the river and Kentucky State Historical Preservation Office personnel are very interested in the find.

One artillery round was live

Soon after it was noted that one of the rounds might still contain gun power and that there might be other such items in the area, another call went out to St. Louis

and Louisville.

Hank Counts, an unexploded ordnance specialist from the St. Louis Ordnance and Technical Branch, was dispatched to bring his knowledge and experience to bear. Counts, a former Army Explosives Ordnance Disposal Technician, arrived and first assessed safety aspects of the situation.

“I want to start by commending the crew first for recognizing a potential safety issue and then responding correctly. They did what I would have directed if I had been there,” he added.

Counts secured the munitions and immediately coordinated with Illinois law enforcement explosives authorities.

After consulting together, and taking advantage of Counts’ knowledge of the specific munitions round and techniques for demilitarizing it, the team pierced the round with explosives. It cracked it into several pieces, but they were all recovered.

“Safety was first,” Counts related, “but everyone was mindful that we were

working with a piece of history, part of our nation’s heritage. We wanted to save as much as possible – but the primary mission was to do so safely,” he said.

Counts remained on Dredge Potter into the weekend in case any similar items turned up, but no more were found.

A large section of the vessel’s hull was photographed and then returned to the river bottom. It was too large to safely bring ashore and its location is known very precisely.

Smaller items, including the two identified projectiles, were brought back to St. Louis for documentation and future archiving.

Dr. Terry Norris is one of the only people in the U.S. Army Corps of Engineers who gets a big grin on his face when the rivers of the region are especially low. It was just one of these situations that opened this window on the past. Responding to channel maintenance after low waters caused a barge tow to ground on the Ohio, turned out to be an adventure into the 19th century for the crew of St. Louis’ Dredge Potter.

“We were down there working with a neighboring District and Division to help resolve a navigation issue. We’ll work together to see where we go in the future with this historical find,” Norris concluded.

And the crew of Dredge Potter is not likely to soon forget their role in this discovery.



“Ord, 1862” and the anchor identify the smaller projectile as probably being manufactured by a Union armory for naval use.



River Partners Annual Meeting

by Nicole Dalrymple, PA

The District's annual River Resource Action Team Coordination Boat Trip occurred June 20 and 21 in the pools of the Upper Mississippi River within the St. Louis District. The trip, called RRAT for short, has had different monikers and formats but has been conducted faithfully since the early 1970s.

This year's participants traversed 100 miles of the mighty Miss' from the tail water of Lock and Dam 22 in Saverton, Mo., to the Melvin Price Locks and Dam. Trips alternate between the pools and the open river between St. Louis and the confluence of the Ohio River.

Over 100 people participated in the two-day trip, which focused on past, present and future river engineering designs and construction, dredge cuts and disposals, environmental habitat construction projects and monitoring.

Rob Davinroy, Chief of River Engineering and trip organizer, explained, "We tried something new this year, which people seemed to like. We wanted to get them right on top of the individual projects. Let them feel and see water turbulence, and maybe dodge a flying carp or two."

An armada of twelve john boats enabled participants to get close to particular areas of interest. Discussions were held at each site, sites which included Cattel Island, Cuivre Island and Bolter Islands.

The john boats and operators were provided by the District's Operations and Engineering Divisions, Missouri Department of Conservation, Illinois Department of Natural Resources, and U.S. Fish and Wildlife Service. Corps boat operators included Engineering's Joe Burnett, Ed Riiff, and Randy Trout; and Katy Manar, Sarah Poulter, and Karen Watwood from Operations Division.

The Service Base's Barge 53 was used for the trip, providing some protective cover for the participants but also offering open, airy access to the passing



There's no better way to get to know the Mississippi River than up close and personal. Here, RRAT boat trip participants get a close look at one of the varieties of fish found in the river.

river scene. The Motor Vessel Pathfinder, which pushed the barge, and its crew did an outstanding job, Davinroy said. As did Dawn Lamm, Ed Riiff and Nancy Tokraks, who all helped coordinate trip logistics.

In addition to site visits and discussion time on the barge, informational briefings were given throughout the day and during lunch.

Jenny Frazier with the American Land Conservancy gave an update on her group's land acquisitions, highlighting \$2 million in donations and grants the conservancy is ready to spend.

Deanne Strauser, District's Strategic Initiatives Coordinator, discussed the Middle Mississippi River Partnership, a recently formed initiative comprising 16 agencies dedicated to identifying issues and opportunities to work together on the Middle Mississippi River. A recent \$600,000 federal grant will help fund a study led by the partnership.

Brian Johnson, a District biologist, gave an update on the current status of the Upper Mississippi River and Illinois River Navigation and Ecosystem Sustainability Program, and Mike Thompson, project manager, gave an informative briefing on the Environmen-

tal Management Program, which is celebrating its 20th anniversary this year.

River engineers Jasen Brown, Dave Gordon and Mike Rodgers gave briefings on individual projects constructed as a result of past Micro Model studies.

The current successes of the River Resource Action Team are directly linked to the tireless efforts of a small group of visionaries, who realized 30 years ago that the future of the Mississippi River lay in the cooperation between all interests.

The passage of groundbreaking environmental laws in the 1970s, such as the Clean Water Act and the Endangered Species Act, provided an impetus for different federal and state agencies to start collaborating on the environment.

"When Claude [Strauser] first initiated these meetings, the different agencies weren't getting along very well," said Leonard Hopkins, river engineer and project manager for the Upper Mississippi River's Biological Opinion. "There was no cooperation and people were not working together. It was the extreme of 'my way or no way.'"

Strauser, a retired river engineer, who served 35 years in the St. Louis District, noticed an "either, or" mentality of many



Corps of Engineers partners in the 1970s, as well as chilly relations.

Strauser challenged our partners with the idea that it's not an "either, or" situation, but rather an "and" opportunity.

"It's not navigation or wildlife, the environment or commerce," Strauser said in early August aboard the Motor Vessel Mississippi during a Middle Mississippi River partnership meeting. "It is possible to have a safe and dependable navigation channel and a healthy environment."

Strauser reflected on exciting times in the 1980s and 1990s when the St. Louis District, in cooperation with its partners,

began to try experimental techniques to alter river training structures to provide habitat for fish and wildlife, while also maintaining the 9-foot deep, 300-foot wide navigation channel.

Many initiatives were discussed during early action team meetings and our partners had an opportunity to comment on designs before construction work began.

Now that he's retired, Strauser said he is happy that the river is in better condition than the way he found it and that he knows the programs he helped create are in good hands.

The RRAT trip is one of those legacies that will continue for years to come and

has even inspired sister Districts in the Mississippi Valley Division to consider similar trips in their regions.

In fact, Darian Chasteen and Derrick Smith, river engineers from Memphis District, attended this year's trip to learn and subsequently conduct a similar trip with their partners in the Memphis District.

"The group has really taken off," said Hopkins. "We don't hide anything from our partners. We are open and up front, and over the years we have developed trust and confidence, which benefits everyone, particularly the health and long-term sustainability of the Mississippi River."

Corps Commander Announces His Retirement

By Bernard Tate, HQ-PA

"I recently made the very difficult decision to request retirement from the Army...I want you to know that this decision is a purely personal one that I feel is in the best interests of the Corps, the Army, and my family."

With a short, simple e-mail message on Aug. 11, Lt. Gen. Carl Strock, the Chief of Engineers, announced his intention to retire from the U.S. Army Corps of Engineers. Strock made his first announcement the day before at the Senior Leaders Conference (SLC) in San Diego.

"Don't wring your hands, roll up your sleeves," Strock told the Corps' senior leaders. "I have great faith in the leadership of this organization to continue to be great work we do for your nation."

The position of Chief of Engineers is a four-year appointment. Strock took command on July 1, 2004, and it is unusual for the Chief of Engineers to retire before his four years are up. When questioned by the SLC audience, Strock repeated that his retirement was for "personal and family

reasons" and was not related to his health or the health of his wife, Julie.

Strock also told the SLC that his decision to retire was not related to Hurricane Katrina, or to acknowledgement that the USACE accepts responsibility for the hurricane protection projects in New Orleans.



Lt. Gen. Carl Strock, Chief of Engineers and St. Louis District Commander, Col. Lewis Setliff attended the closing ceremonies commemorating the return of the Lewis and Clark expedition to St. Louis.

"We've worked very closely with Lt. Gen. Strock during the past year, and I've come to admire him not just for his vast engineering knowledge, but also for his character," said Donald Powell, the Federal Coordinator for Gulf Coast Rebuilding. "He's a very decent human being who cares deeply for the Corps

and the people they work to protect."

Strock also emphasized that he was not asked to retire. He had asked permission from the Secretary of the Army, Francis Harvey, to retire three weeks before, in mid-July, and that Harvey had honored and supported his reasons for doing so.

Strock, who has been a Soldier for 35 years, will continue to serve as the Chief of Engineers until his successor takes command. The Secretary of the Army, in consultation with the Chief of Staff of the Army, will submit Strock's request for retirement to the Secretary of the Army for approval.

In 30 days, under Title 10, U.S. Code, the Secretary of the Army will convene an Advisory Board to recommend a list of officers who are eligible to be the Chief of Engineers. Strock will be part of that Advisory Board.

The Advisory Board will recommend a short list of possible successors, which will be forwarded through channels to Harvey. The Secretary of the Army will make a recommendation to Secretary of Defense Donald Rumsfeld, and Rumsfeld will forward a proposed name to the White House.

The president will then make his choice and forward it to the Senate for confirmation.



Fish Passage Considered at Mel Price

By Nicole Dalrymple, PA

On July 25 representatives from the St. Louis, St. Paul and Rock Island Army Corps of Engineers Districts held a preliminary public meeting at the National Great Rivers Museum to discuss possible plans to install a fish passage at Melvin Price Locks and Dam in Alton, Illinois.

A dozen people attended the meeting, including representatives from the Missouri Department of Conservation, Missouri Department of Natural Resources, the Alton Regional Convention and Visitors Bureau, Sierra Club and several private citizens.

The passage is one of two currently being evaluated as part of the Navigation and Ecosystem Sustainability Program. The multi-billion dollar NESP project is seeking long-term solutions to ensure the economic and environmental sustainability of the Upper Mississippi River System. A second fish passage is being considered for Lock and Dam 22 in Saverton, Mo.

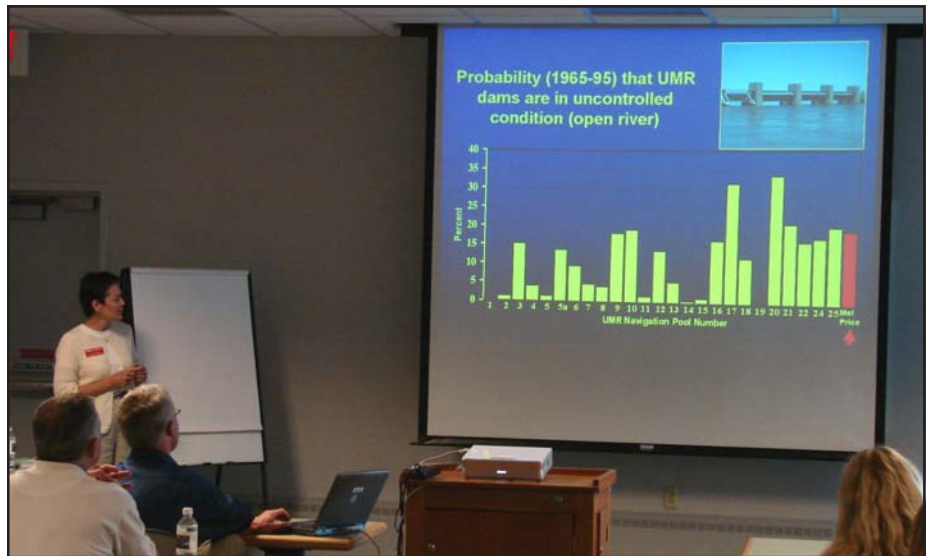
Mel Price is one of the first locks being considered for fish passage because it is the first major barrier migratory fish encounter traveling north, explained project manager Tamara Atchley.

"Mel Price has a large upstream and downstream head differences," Atchley said. "And from June 2002 to February 2005, Mel Price has only been at open river 94 days." Open river is when the dam gates are completely out of the water, the most ideal condition for fish migration.

There are approximately thirty-four native migratory fish species in the Upper Mississippi River. They include lake, pallid and shovelnose sturgeon; paddlefish, several species of catfish, skipjack herring, blue and white suckers, walleye and American eels.

The lock and dam system, constructed in the 20th Century, has placed 29 obstructions up and down the river that prevent these species from freely moving up and down the river.

Fish traditionally like to migrate during the spring for feeding and spawning and in the fall to reach winter habitat, explained Teri Allen, St. Louis District



A public meeting to discuss options to enhance the movement of migratory fish species through the Melvin Price Locks and Dam offered several District experts to discuss alternatives with interested persons and groups.

biologist. Unless dams are at open river at migration times, these fish aren't really benefited.

A fish passage at Mel Price could provide year-round access for the fish and would open up 243 miles of streams and tributaries, including access to the Illinois River.

Fish, such as the skipjack herring, once abundant in the upper river, are now rarely found there. The goal of fish passages is to restore system connectivity to the upper river so that species such as the skipjack herring can be restored.

Both structural and non-structural solutions are being considered. These include a nature-like by-pass, rock ramp, passage through the lock chamber, and dam gate bay modifications.

"This is very early in the process," Atchley said. "At this point we have done some monitoring and fish sampling, which helps us examine the water conditions the fish are attracted to, as well as the numbers and types of fish found downstream of the dam. We want to build something that is successful and the solution could be any one or a combination of the options we're considering."

A mandatory alternative the team is required to consider is to do nothing, and the more extreme alternative is dam removal, which was quickly disqualified.

"Anything that we do with the fish passage cannot impact the Corps' Congressionally-mandated mission to ensure navigation continues on the river,"

Atchley said. "Because of that, removal of the lock and dam is not an acceptable solution to increase fish passage."

If a by-pass or rock ramp is constructed, it will most likely be on, or close to, the Missouri side of the river. The Illinois side is too close to the National Great Rivers Museum and the Wood River Levee. "There is no room on the Illinois side," Atchley explained.

Brett Stawar, President of the Alton Regional Convention and Visitors Bureau, attended the meeting and asked the study team to consider the interpretive and educational opportunities of a structure like this, asking them to incorporate these aspects if possible. "This could serve as an attraction, drawing visitors to the area," he said.

When asked if a fish passage would be successful, Mark Cornish, biologist and team leader of the Lock and Dam 22 fish passage study, said that studies are being done to determine what conditions the fish are attracted to so that a functioning and successful passage can be constructed.

He also discussed successful passages on smaller rivers in upstate Minnesota and successful fish passages in Europe and Canada. He said there are many lessons learned and successes the Army Corps can draw from while making plans for fish passage here.

"The objective is to make a healthier river for our native fish and restore connectivity to the system," Cornish concluded.



Service Base Personnel Complete Carlyle Lake Tainter Gate Repairs



Rob Kelsey observes as Tom Ruff rappels down the face of the Carlyle Lake Dam to inspect the tainter gates.

By Nicole Dalrymple, PA

Carlyle Lake recreation enthusiasts were happy to hear the announcement Friday, July 7 that the bridge across the Main Dam was reopened after an almost five-month-long closure.

Access to the one-mile-long path across the dam was restricted while Service Base crew members made repairs to the dam's four tainter gates.

The crew replaced corroded steel and repaired critical welds on each of the 38-foot-high, 38-foot-wide tainter gates. The gates, constructed in the 1960s and weighing 50 tons each, were aging and needed rehabilitation. Portions of the gates were also repainted and larger drain holes were cut into the metal, allowing water to flow through easier and reducing the risk of deterioration.

This marked the first time Service Base crew members had taken their expertise off the river and moved inland to one of the District's lake projects.

Service Base foreman, Pete Coleman, was excited about the opportunity and hopes other lake projects will consider the Service Base for upcoming work.

"Over the last five years, the Service Base crew has worked hard to prove itself to the District," he said. The Service Base had developed a poor reputation several years ago and was almost cost prohibitive to use.

In more recent years, Coleman and other Service Base employees have worked hard to rebuild confidence in the crew and their ability to successfully complete work for the District.

One instance where the crew really demonstrated their abilities was emergency repairs at Melvin Price Locks and Dam in 2004-2005. The downstream auxiliary lock's gates failed, going past miter, and had to be removed and extensively repaired before they could be re-installed.

"The crew really excelled during the auxiliary lock gate repairs at Mel Price," Coleman said. The repair work, involving the Louisville and Rock Island Districts, is the biggest repair job Coleman's been involved in his entire 30 plus year career with the government.

The Carlyle Lake repair crew, which worked on a smaller scale, included three welders, one crane operator, one laborer, one shop leader and the supervisor. A unique aspect of the crew was that many of the employees have more

than one specialty. Coleman explained that his focus has been on building a small, multi-faceted team.

"We want to get the best people hired," he said. "We'll bring them on board and then send them to school if there are additional skills they need." For instance the Service Base crew has a machinist that can weld; a welder who has machinist skills and sheet metal skills, and an electrician who is multi talented in all areas.

"A majority of all our workers have more than one skill," Coleman said.

Rob Kelsey, structural engineer, appreciates and enjoys having this type of capability in-house. He explained the need to keep the Service Base busy throughout the year, to continually build on their skills and experience and keep them a cost-effective option for maintenance and repair work.



A professional's skilled hands and a powerful grinder combine to make welding preparations look easy.

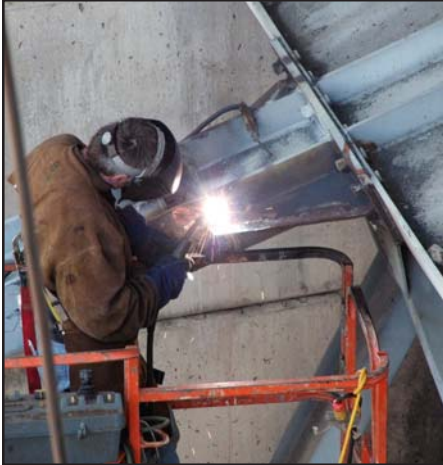
Fellow structural engineer Tom Ruf said all the Service Base crew needs is general guidance and a few sketches.

"The Service Base is getting really good at making these types of repairs," Ruf said. "They aren't in it for profit, and we don't have to be as specific as we would be in a contract going out for commercial bids. This also helps them maintain their readiness for emergencies. It's a win-win solution."

During repairs, bulkheads were used to block water from the specific gate being worked on. This provided Kelsey and Ruf opportunities to fully inspect all



of each gate, seeing portions that are normally under water. Inspections in September 2003 identified most of the critical weld repair work that needed to be done.



Job experience and careful planning result in a successful repair. Limited workspace and visibility test even the most skilled workers.

A majority of the work on the gates required welding. Critical welds, necessary to ensure the structure's safety and stability, had to be repaired.

"Welding is hard work," Ruf said,

pointing out that welding is both a technically and physically demanding profession. It requires extensive training and the contorted positions welders often work in are hard on their bodies.

The welding standards for this job are very high. "The welds have to be done with no defects," Ruf said.

During repairs the Service Base did their own quality assurance, but an independent St. Louis-based testing company performed additional periodic ultrasound tests, to independently ensure against imperfections or strains in the welds.

While the most crucial work was completed, there is still about \$2 million in work needed, explained Stacie Bedard, park ranger at Carlyle Lake. New electrical components, already purchased by the project, will have to be installed and painting needs to be completed.

"We had approximately \$1.2 million this year," Bedard explained. "We've used that for the most critical work, making the structural repairs identified by engineers and inspections. We'll have to wait for additional funding to do

the other work."

After completing work at Carlyle Lake, the crew moved on to Kaskaskia Lock and Dam to install a 10 ft x 15 ft safety sign above the dam and remove thirteen main chamber stop logs, weighing 45 tons each, from storage.

The stop logs were delivered to the Service Base by barge and inspected by Ruf and Kelsey, and the Service Base crew made the necessary repairs.

Despite having one of the smallest crews in the division, the District's Service Base is getting the job done, Coleman said proudly. He continues to work towards building a multi-talented crew, recently hiring three new people.

The crew appreciates the assistance and response they get from Engineering.

"Tom Quigley, Tom Ruf and Rob Kelsey are responsive and supportive," Coleman said. "They know we can be trusted and counted on."

Kelsey likes the change he's seen in the crew over the last ten years.

"They've steadily been working on getting people qualified and establishing a strong team. They are a great asset for the District," Kelsey concluded

Drive Sensibly – Save Fuel

Aggressive driving (speeding, rapid acceleration and braking) wastes gas. It can lower your gas mileage by 33 percent at highway speeds and by 5 percent around town. Sensible driving is also safer for you and others, so you may save more than gas money. The following figures from the federal government and consumer groups are based on a cost of \$2.91 per gallon.

- **Observe the Speed Limit :**

While each vehicle reaches its optimal fuel economy at a different speed (or range of speeds), gas mileage usually decreases rapidly at speeds above 60 mph.

As a rule of thumb, you can assume that each 5 mph you drive over 60 mph is like paying an additional \$0.20 per gallon for gas.

Observing the speed limit is also safer.
Fuel Economy Benefit: 7-23%
Gasoline Savings: .. \$0.20 - \$0.67 / gal

- **Remove Excess Weight**

Avoid keeping unnecessary items in your vehicle, especially heavy ones. An extra 100 pounds in your vehicle could reduce your MPG by up to 2%. The reduction is based on the percentage of extra weight relative to the vehicle's weight and affects smaller vehicles more than larger ones.

Fuel Economy Benefit: 1-2% / 100 lbs
Gasoline Savings: \$0.03 - \$0.06 / gal



- **Avoid Excessive Idling**

Idling gets 0 miles per gallon. Cars with larger engines typically waste more gas at idle than do cars with smaller engines.

- **Use Cruise Control**

Using cruise control on the highway helps you maintain a constant speed and, in most cases, will save gas.



District Gets Media Training

By Nicole Dalrymple, PA

Eighty District employees participated in media training workshops held June 28 and 29 in the District headquarters. The workshops, lead by DeDe Cordell, a Department of Army trainer from Washington D.C., were designed to help employees be more comfortable when engaging media.

With public speaking rated by many people as a bigger fear than death, it's no surprise that doing a media interview is often an anxious-filled prospect, Cordell said.

Participants from all over the District learned in four-hour classes, how to better prepare for interviews and incorporate their messages into responses.

Col. Lewis F. Setliff III, District Commander, spoke to the June 29 class. He told them about his experience in New Orleans where he did hundreds of media interviews for reporters from local affiliates to national and international media conglomerates. He encouraged attendees, telling them he wants people out telling the District story.

Cordell works for the Executive Communications Branch of the U.S. Army Office of the Chief of Public Affairs, and District employees received the same briefing given to general officers and senior civilians.

The training session included a presentation, real-world video clips, on-camera



Tamara Atchley from PM, here undergoes a simulated television interview by DeDe Cordell, an Army media trainer from Washington, DC. The training offered St. Louis personnel an opportunity to experience very realistic interviews in a non-threatening situation.

interviews, and anecdotes from Cordell, who was a television reporter and producer before starting work with the Department of Army.

"While a generic District spokesperson is appropriate at times, we like to have subject matter experts talk with the media whenever possible," explained Alan Dooley, District Public Affairs Officer. "An engineer, biologist or project manager is always going to be more credible on their specific area of expertise. This training is important because we want to help St. Louis District employees feel more comfortable and more in control during media interviews."

The workshop provided a fun, safe training environment. During each session, four employees were pre-selected to do mock, on-camera interviews. While it was slightly uncomfortable for the participants, and provided some comical relief for classmates, the interviews proved a valuable teaching tool and were repeatedly identified as one of the favorite parts of the training — minus of course, the feelings of those volunteered for the interviews.

The interviews were taped and then shown to everyone. During the viewing, Cordell paused the tape and provide positive feedback and constructive criticism. She pointed out when an employee successfully used a message or bridged to what they wanted to say. She also pointed out missed opportunities to use a message and when employees made comments that were outside of their lane.

She instructed workshop participants to be aware of their nonverbal communication, to pause and think of their answer before addressing questions, and to answer questions briefly and to avoid acronyms or other technical terms.

Cordell quoted newsman, Sam Donaldson: "The questions don't do the damage. Only the answers do."

"Remember, you're in control," she told attendees.



District Commander Col. Lewis F. Setliff shared some of his observations and experiences from interacting with the media during Hurricane Katrina recovery operations.



Chain of Rocks Levee Sand Berm Construction Nears End for 2006

Work on the Chain of Rocks Levee Sand Berm is drawing to an end for 2006.

The first stage of placing sand on the protected side of the levee that runs along the eastern side of the Chain of Rocks Canal near Granite City was started in February of this year. That phase was halted on schedule before April 12 in time not to interfere with spawning of the endangered Pallid Sturgeon.

About 250,000 cubic yards of sand, dredged from the bottom of the Mississippi River near the confluence with the Missouri River, was placed on the 28 acre site during a period of about two months.

Another 150,000 cubic yards of sand was pumped from the same location during August and early September, with dredge work ending Sunday, September 17.

The sand, excavated from the river bottom more than two miles away was placed on land alongside the levee, both north and south of the I-270 Bridge between Illinois and Missouri, as far south as the Chouteau Slough.

The work is part of an ongoing Chain of Rocks Deficiency Project to correct design deficiencies and to assure that the levee will be able to withstand any future 500-year flood event in the region. The



The water-sand slurry is shown here pouring from the three-mile-long dredge pipe. As the sand settled, bulldozers pushed it aside for use. Once the water was clear it was returned to the adjacent Chain of Rocks Canal.



A tiny-appearing Dredge Iowa (lower center) dredges river sand from the bottom of the Mississippi River at its confluence with the Missouri. The sand was then pumped east (right) to the east bank of the Chain of Rocks Canal, and then some three miles south to be deposited on the protect side of the canal levee.

levee protects businesses and the homes of more than 250,000 citizens in western Madison County.

During the floods of 1993 and 1995, land adjacent to the levee was the scene of numerous sand boils that signaled potentially dangerous underseepage that might have compromised the levees and threatened the area with flooding. The sand berm is part of the work that came out of the Design Deficiency Project study in 1997.

The sand berm – up to depths of eight feet thick – serves two purposes.

First, it adds weight to the inside of the levee. This weight slows the flow of underseepage into the protected interior. While a certain amount of underseepage is expected when water stands against the outside of a levee for a lengthy period, it must be controlled. Finally, the weight prevents the water from seeping upward until it is farther from the levee. Proper use of relief wells can control the flow at this point.

Work this season was done at a cost of \$4.5 million by the prime contractor, Lakeshore Engineering Service, Inc., of Detroit.

Dredging the material from the river

bottom was carried out by subcontractor L.W. Matteson, of Burlington, Iowa, by their cutterhead dredge, MV Iowa. The water-sand slurry was first pumped across the bottom of the Mississippi River. Once it reached the land side in Illinois it was pumped up to three miles through a 22-inch steel pipe. This required use of booster pumps to keep the heavy mixture moving.

Sand was collected at the end of the pipe and the water that conveyed it was allowed to clear in settling ponds before it was returned to the Chain of Rocks Canal, at least as clean as it was when it was drawn from the river.

According to Project Manager Susan Wilson, while dredging is complete, some work remains before the end of 2006. This includes work to modify some relief wells, conducting a final inspection and then demobilizing the contractor.

More remains to be done in the future, pending congressional funding of each year's plans. This includes more sand berms, replacing and adding relief wells and a new pumping station at Chouteau Slough to better manage interior draining issues.



Chief of Engineers Calls Wappapello Lake Worker Best in Nation

Anthony “Chuck” Lambert, Maintenance Worker at the U.S. Army Corps of Engineers Wappapello Lake in South-eastern Missouri has been tabbed as the Maintenance Worker of the Year for 2006 for the entire Corps.

He traveled to San Diego where he was recognized for his excellence at the U.S. Army Corps of Engineers Senior Leaders Conference Awards Dinner there Aug. 7.

Lambert, a 23-year Corps Veteran has worked at Wappapello Lake for all 23 of those years, helping to maintain the 44,000 acres of the project and to ensure that nearly two million visitors every year are welcomed by clean and well maintained facilities.

A Wage Grade 07 maintenance worker, Lambert’s skills help him keep a spectrum of facilities from the Lake’s 64-year old dam gatehouse to a brand new fish cleaning station and comfort facility he and a team of fellow workers just recently completed in a cost share project with the Missouri Department of Conservation.

Though a skilled plumber, mason and electrical worker in his own right, Chuck is characterized as being at his very best when he is assigned work involving several team members. Thriving on a great sense of humor and a steadfast “can-do” attitude, he invariably responds to difficult challenges simply by pointing to the Corps Castle on his shirt and saying, “As a Corps team, we can do it.”

“We had hoped this could be a team award for the maintenance group here at Lake Wappapello, but it had to be for an individual,” Lake Project Manager Gary Stilts said. “Chuck Lambert and his attitude and work ethic epitomize what they all strive for here. Nobody could have represented them better,” he concluded.

Chuck’s performance at Wappapello Lake has been a steady inspiration that rose to the top level with the highest



“You’re the best,” Corps Chief Lt. Gen. Carl Strock told Wappapello Lake’s Anthony “Chuck” Lambert at the Senior Leaders Conference Awards Dinner in San Diego, Aug. 7.

performance rating possible since 1999. Not only does Chuck perform at this level personally, and motivate teams to similar performance, he is credited with imparting this attitude to future Corps of Engineers employees. Student employees getting a taste of Corps field work have identified him as a “teacher and a person who takes the time to show us how things should be done.”

He has acquired Missouri State drinking and wastewater certifications through many hours of training and testing and is responsible for daily distribution of safe drinking water and collecting and treating the resulting waste water and materials.

“Waste not, want not” is another principle that drives Chuck as he and team members fan out daily to maintain the Wappapello Lake project. His efforts to conserve water and electricity have resulted in saving thousands of dollars annually. Contributions to stretching funds have included replacing critical outdated, energy-inefficient pumps and installing motion detectors and timers in many areas to cut the flow of electricity when nobody is present.

The daily workload, spread out over miles of paved roads, unpaved roads and paths takes Chuck to nearly 300 camp sites and five shower-comfort facilities where he is called on to work on virtually every item of equipment, visitor amenity or structure.

One of Chuck’s proudest records is his safety record. It includes no safety infractions or incidents in 23 years. He begins every task with a safety review and a briefing for team members to ensure that they understand how they depend on each other to end the day the way they started – safe and sound.

Chuck excels at working with non-governmental groups as well, including most recently, a fishing pier built with cost share money and labor assistance from Southwestern Bell Telephone Company employees.

During off duty hours, Chuck has served as both a Sunday school superintendent and Councilman for a 700-member church. To give substance to his beliefs he has voluntarily gone to Mexico twice to bring his building skills to raise churches for poor communities there.



Kite tubing was deemed to be inherently dangerous and their use has been banned on waters under authority of the U.S. Army Corps of Engineers in the St. Louis District.

Kite Tubing Ban

A fast-growing water sport – kite tubing – was grounded on waters managed by the U.S. Army Corps of Engineers, St. Louis District August 9. In accordance with authority given him by federal regulations, District Commander Col. Lewis F. Setliff III decided to restrict the use of kite tubes on waters within his jurisdiction.

“I weighed the facts carefully,” Setliff explained. “There is already a history of people being killed or badly injured while operating kite tubes. So I have decided to come down on the side of caution; and ensure that we continue to maintain a safe environment at our facilities for our public to enjoy.”

The ban applies to five lakes operated by the Corps: Mark Twain and Wappapello in Missouri and Shelbyville, Carlyle and Rend in Illinois. It also applies to portions of the Mississippi, Kaskaskia and Illinois Rivers located within the St. Louis District, specifically Pools 27 through 24 on the Mississippi River; the lower 80 miles of the Illinois River from the confluence with the Mississippi River to Meredosia and the lower 36 miles of the Kaskaskia River.

Kite tubes are large inflatable devices with a solid fabric floor in the bottom, designed for one or two riders. As they are pulled forward by a boat, the front of the tube is lifted into the air. As speed increases, the entire tube is lifted into the

air like a kite with the rider on the top. Kite tubes are reportedly capable of lifting a rider or riders as high as 60 feet.

A lack of lateral stability and controls has resulted in the tubes overturning or throwing the rider.

The products are described by the Consumer Product Safety Commission as “extremely dangerous” and three deaths and numerous injuries nationwide have been attributed to their use. More than 30 serious injuries, documented by the CPSC, include a broken neck, punctured lung, broken bones, internal and facial injuries.

“The purpose of the ban is to promote safe recreation at our lakes and on rivers within our jurisdiction,” Setliff said. “Even when operated in accordance with the instructions, kite tubes cannot reliably be operated safely.”

The ban took effect immediately.

The District does regulate several practices and activities that are unsafe or present a danger to the public or property. These include bans on such activities as consuming alcohol on beaches, burning firewood in all but specifically approved areas, and operating ATVs off roads.

St. Louis District Chief of Operations, Peggy O’Bryan said, “We encourage people to enjoy a variety of recreation at our lakes and on the river stretches we manage. But a growing weight of evidence – including the voluntary recall of one kite tube model – tells me that we

need to join in doing everything we can to ensure that people who come to enjoy our lakes and rivers do so safely. We will seek to inform, to persuade and if necessary, to enforce a ban of kite tubing on waters over which we have jurisdiction.”

The District is posting information on this ban as widely as possible, including at boat ramps, on campground fee booths, project offices, visitor’s centers, marinas and state parks. Information will be provided in future park information guides and water safety programs will incorporate information about the ban.

The real estate division will inform marina lessees of the ban. Further, concessionaires will not be permitted to sell the devices on public property. The District has also distributed releases to as many media outlets as possible to inform the public of this restriction.

Engaging in kite tubing is now a violation of federal regulations. At the ranger’s discretion, he or she may issue a written warning or citation to boat operators using a kite tube. This can lead to the boat operator being required to pay a fine or appear before a federal magistrate, explained Amy Klingenam in the District’s Office of Counsel.

Several other U.S. Army Corps of Engineers Districts have announced measures ranging from bans to information campaigns. The National Park Service has also banned the use of the devices at the Glen Canyon National Recreation Area in Arizona and Utah.

Kite tubes are produced by at least two manufacturers under such names as “Manta Ray,” and “Wego Kite Tube.”

Sportsstuff, manufacturer of the Wego Kite Tube, has voluntarily recalled its tubes. The company’s announcement advises anyone who has one of the devices to stop using it immediately and to contact Sportsstuff at (866) 831-5524 between 8 a.m. and 5 p.m. CST, Monday through Friday, to learn how to obtain free replacement products. Consumers can also visit the firm’s Web site at www.sportsstuff.com for more information.



Tax Refunds for Deployers

St. Louis City collects a city income tax. It is one percent of your gross (before tax) pay. It is assessed for each day you actually work in the city of St. Louis – even if it is only a partial day. It is assessed to pay for services such as police and fire protection and use of the city’s libraries. Even if you do not live in St. Louis, you are covered by these services while you were at work.

However, if you live outside of the city, you can apply for a refund of taxes on money earned while you were assigned to work outside of St. Louis. This includes going TDY to meetings and conferences or of greater impact, deploying for emergency duties or overseas for the Global War on Terrorism. The key is that you were under orders. Vacations and other personal time away from work cannot be used to qualify for a refund.

To get your refund, you will need to fill out a St. Louis City form E-1. It is available at: <http://stlouis.missouri.org/citygov/collector/taxforms05/E-1.pdf>

If you earned only normal pay during your absence – no overtime, danger pay or other added amounts – you can follow the instructions on the back of the form E-1.

Form E-1 (Rev. 11/04) <small>591M</small>	CITY OF ST. LOUIS INDIVIDUAL EARNINGS TAX RETURN (RESIDENT AND NON-RESIDENT) Telephone: (314) 622-3291	CALENDAR YEAR 05
PLEASE PRINT YOUR NAME AND ADDRESS IN THE SPACE BELOW		
Social Security No. _____		
Telephone No. _____		
Email Address: _____		

It provides a formula to determine your refund, based on the ratio of days in St. Louis to days working elsewhere.

If you earned overtime, etc., it too was taxed at the one percent rate and you will not receive your full refund by following the formula on the E-1 form. Instead, you will need to justify your request by submitting evidence of the actual amounts you earned while deployed. The best source of this data is your LES (Leave Earnings Statement). For this reason and for other reasons, employees should go to “My Pay” and print and retain a copy of their LES – forever.

Your application for a St. Louis City Tax refund must be accompanied by a filled out form E-1, your W-2 and a cover letter on District letterhead, signed by your immediate supervisor, stating that you were required to be out of St. Louis for the indicated time on Corps duties. If you are applying for a refund based on other than the “per day” formula, you should explain that as well, and include copies of your LESs for the stated period to document

your claim.

“You cannot claim this refund if you reside in St. Louis, because the city’s services were provided to your property, family, etc., while you were absent, Larry Unger, a senior office manager in the St. Louis City Tax Office said. “This option is available only to nonresidents of the city,” he emphasized.

The refund process takes additional time if you are applying for a refund based on other than the number of full days you were ordered to duty outside the city. You can best ensure the most efficient handling of this if you carefully and completely document your specific situation and supply all of that information to the city in your first filing.

Ask Pat Wohlschlager in RM for help if you want to apply for this refund or do not know how to get into “My Pay” for pay records. As Elliott Davis says on Fox-2 TV, “It’s your money.”



More than 100 people represented the public, various business interests, governmental and non-governmental organizations at a meeting of the Mississippi River Commission (MRC) on Aug. 18. The public meeting was held aboard the Mississippi Valley Division flagship, MV Mississippi, moored at the Melvin Price Locks and Dam near Alton, IL. The MRC, headed up by its president, Mississippi Valley Division Commander, Brig. Gen. Robert Crear, made its fact-finding visit there to hear testimony about the Mississippi River and the Corps of Engineers work on it, from interested parties. Here Lynn Muench, vice president-midcontinent office, of the American Waterways Operators makes known opinions and feelings of the members of the navigation industry which she represents.



Retiree's Corner



The retirees met at Pietro's on Watson on August 17. It wasn't a large group, but they had a great time.

The main topic was the "black-out," from July's severe storms. Some folks were without power for as much as four days. A few mentioned remembering living without air-conditioning. Of course they were much younger then. Joe Bisher said he had to resort to using ice just like when he was very young, with the old ice box. The power outage was so extensive that it even shut down Pietro's on July 28, the day the retirees usually have lunch there. Fortunately, no one was injured. Some did have to dispose of perishables and it gave a good reason to clean out refrigerators and freezers.

Lew Scheuermann was back after a long illness with an infection. He spent about seven weeks in the hospital and he said that it was almost like being in jail. He was confined to his room and counted the ceiling tiles, floor tiles and anything else in the room to keep his sanity. Fortunately, they administered enough antibiotics to kill whatever was causing the infection. His wife, Helen finally sprung him and took him home. Lew said he still feels a little weak and can't do all he wants to do, but he did admit that he isn't 35 years old either. (He looked great for what he had endured.) Lew said that he heard from the Bakers. Jim has cut back on his golf. It seems he has difficulty finding guys his age to play with. They are both in great health and are enjoying life in San

Diego. Lew also talked to Mrs. Huizenga. She now lives in the Kansas City area, and is also doing great, in her "mature years."

Kathy Feld came to the luncheon and said that afterward she and Wally were going to an antique mall. She said that she enjoyed looking at antiques and reminiscing. She was looking for something particular, to place in their home. (She doesn't consider Wally as an antique just yet.)

Sandor Dombi had an interesting story about his recent experience with a GPS on his vacation. He programmed his GPS instrument for his entire trip, including routing himself on a toll road in the Denver Colorado area. The system worked great, so great that he used it to refute an alleged "toll violation." After they arrived home, Sandor received a traffic summons-ticket for not paying a toll. In fact he received two summons for the same alleged violation. Sandor said that he reviewed his GPS program and found that he had stopped at the toll booth for long enough to have paid any tolls and so stated in his response to the Colorado State Police.

He offered to send them a copy of his "program" to prove that he had stopped. They responded that they may have made a mistake and to disregard the fine (about \$160.00). Sandor said that although modern technology can catch offenders, it can also defend innocents.

FLASHBACK *August 1971*

The District welcomed the new DE, Colonel Guy E. Jester and bid farewell to Colonel Carroll N. LeTellier at a dinner at Stan Musial and Biggies.

Jim Maas (ED-BG) participated in a public forum "Channelization and Dams in Southern Illinois – the future of our Waterways" at the SIU campus in Carbondale.

John Kilker (OD-NP) appeared on KSD-TV on the subject of permits.

Mr. Walt Lawlor, retired Chief of the

Engineering Division, was elected to the Gallery of Distinguished Civilian Employees. He was the tenth member to be elected since the District was established in 1872.

Fred Bader (ED-HG) was notified that he had been accepted as a Registered Professional Engineer in Missouri.

Charlie Ijames, Reservoir Manager at Rend Lake spoke to a group of approximately 2000 people at the Sesser, Illinois "Rend Lake Homecoming" event.

Ed Tohill and Otto Steffens spoke to the Western Chapter of the Illinois Society of Professional Engineers on the Cannon Reservoir Project.

New employees coming on board:

Edward Hick, Auditor DC-A
Walt Snow, EE ED-DE
Wayne Miller, CE ED-H
Sherry Nanney, Steno ED-BE
John Perulfi, Economist ED-BE
Claude Strauser, CE ED-R
Howard Fields, Deckhand OD-PS
Herm Scheve, CE ED-PK

Promotions:

John Hallquist III was promoted to Head, Subsurface Exploration Section ED-FM

John Lytle was promoted to Head, Instrumentation and Evaluation Section ED-FM

George Postol was promoted to Head, Soils Section ED-FM

Norbert (Pete) Long was promoted to Head, River Stabilization Branch ED-R

Ernest Graf was promoted to Head, Computation Section ED-S

Jim Edinger was promoted to Head, Program Control Section CD-CA

Editors note: As we went to press, we were saddened to learn of the passing of Jim Fogilphol in the Rosewood Center, Alton, IL, Wednesday, September 20.

Jim retired from service as the final lockmaster at old Lock 26 and was inducted into The Gallery of Distinguished Civilians.



Two Time Winners... or, Smarter than the Average Dogs. Maybe it should be everyone and everything needs to wear a personal flotation device when boating. Here Sadie May and Otis, two basset hounds, are seen boating smart and safe as their owners lock through the Kaskaskia Lock at the confluence with the Mississippi River. This photo also won a U.S. Army Corps of Engineers Water Safety Contest category for Stephanie Koch, at the lock. Entries for next year's photo contest will be accepted thru Feb. 1, 2007. Check <http://watersafety.usace.army.mil/> for the rules.

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